



The new David & Glenda Emery Great Lawn on a sunny fall day. The lawn was added as part of the First Impressions campus renovation project.



by Christopher Timm,  
Chief Curator

We don't give ice much thought. We grab a glass from the kitchen cupboard, bring it over to a refrigerator's ice maker, and voilà—fresh ice, locally produced in small batches right in our kitchens.

Just a smidge over 100 years ago, putting ice in your glass required a massive supply chain that spanned the globe. Thousands of workers were employed cutting river and lake ice, storing this “crop” in massive ice houses, shipping it to market in the warmer months, and delivering it. The ice trade was big business. At its peak, Maine's ice export approached the equivalent of a billion dollars a year and was more profitable than California's gold. Nine-tenths of Maine's ice was shipped out of state; Kennebec River ice was hawked as the premier grade from Queens to Cuba.

Trade publications such as Chase's Ice Map (see page 5) show the extent of the industry and the proliferation of specialized tools—groovers for marking out the ice blocks (known as “cakes”), “Neverflip” horseshoes for the workhorses, breaking bars and tongs for separating and maneuvering blocks, and mechanized elevators for loading the ice houses. Even “ice insurance” was sold to mitigate potential losses. And the ice trade provided other industries with new markets and options. Butchers in the Midwest now could send meat to East Coast markets. Breweries could brew cold-fermented lagers during the summer. Fisheries could preserve their catch longer—extending their reach farther offshore. It wasn't refrigeration that unlocked these possibilities. It was ice.



“Kennebec Ice” sold in Washington, D.C., c. 1899. Courtesy of the Library of Congress.

A number of colorful and ambitious “Ice Kings” ruled over this frozen kingdom. Foremost was Charles W. Morse, the Bath native who went on to hold a near monopoly over New York City's ice. With all the sensational stories surrounding his own life—federal banking charges, a faked illness, a presidential pardon—it is easy to forget that, to Morse, business was a family affair. In February 1894, Morse wrote to his mother and sister of the 18 vessels currently engaged in shipping ice, with itemized tonnage; it reads more as a ledger than letter. At the end he proudly notes that the ice is “in so large vessels and comes along so easily we hardly notice it. But you see we are keeping along and not letting anyone beat us in shipping. Love to you all, Charlie.”

*Continued on page 5*

## Current Exhibit

*The Frozen Kingdom: Commerce & Pleasure in the Maine Winter*  
On view November 16, 2019 – April 26, 2020

Sponsored by:



## Upcoming Exhibits

*Maritime 20/20*  
On view April 4 – October 4, 2020

*We Lead: Maritime Pioneers Past and Present*  
On view May 9, 2020 – January 30, 2021





# Maine Maritime Museum celebrates Maine's vibrant maritime culture.

## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## From the Chart Table

### Inner Beauty

Over the past seven years, the museum has focused on big, new exhibits and projects. Major enhancements such as raising the masts on *Wyoming*; building the *Kenneth D. Kramer Blacksmith Shop*; overhauling the *Lobstering & the Maine Coast* exhibit; building a new addition to house the *Into the Lantern* exhibit; creating a new exhibit about BIW shipbuilding; buying the tour boat, *Merrymeeting*; restoring the historic schooner, *Mary E*; and currently, the complete redevelopment of the arrival experience to make a better "First Impression." It's been a tremendous effort across the organization to keep up this pace! Each of these projects has created new opportunities for visitors to understand and appreciate the impact of Maine's maritime heritage. Some of these projects were groundbreaking in our field, and all of these improvements have contributed to the world-class experience we offer.

After many years of putting much of our time and attention to the things visitors experience directly, we're now shifting our focus a bit to things behind-the-scenes. Things like collections care and stewardship, new fiber

optic and campuswide Wi-Fi, and taking action on ecology and sustainability. Some of these new initiatives may not be readily apparent to visitors; however, developing these internal strengths improves everything else. Cultivating this "inner beauty" allows the rest to shine!

Similarly, when we celebrate Maine's bicentennial next year, our new exhibit will focus on the many organizations and initiatives that collectively make Maine what it is today. We'll be celebrating groups of people working in all areas of the state to create the experiences that we all value. In the meantime, a new exhibit, *Frozen Kingdom*, will replace *Distant Lands of Palm and Spice* and we will be methodically updating the permanent exhibits throughout the museum. "Inner Beauty" and "Outer Beauty" ... why not both?

Amy Lent

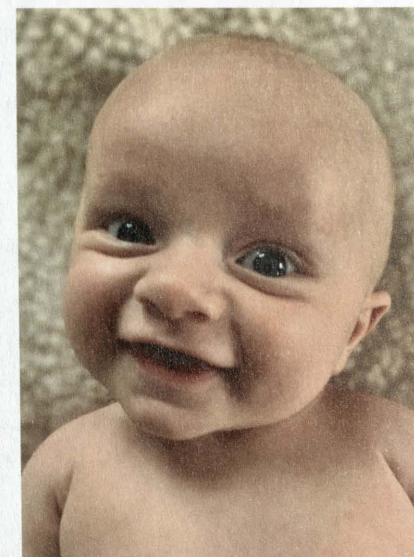
### Summer Baby Boom at MMM!

Over the summer the museum family grew by two! On June 5, Harley Bartles (Manager of Corporate Relations & Sponsorship) and her husband Mike happily welcomed their first son Theodore (Teddy) Mallory.

Katie Spiridakis (Marketing & Communications Manager), Kurt Spiridakis (Director of Watercraft and Traditional Skills) and their son Kelly welcomed little brother Luka Reid to the family on July 1.



Teddy Mallory Bartles



Luka Reid Spiridakis



Mary E's Birthday Gala 2019

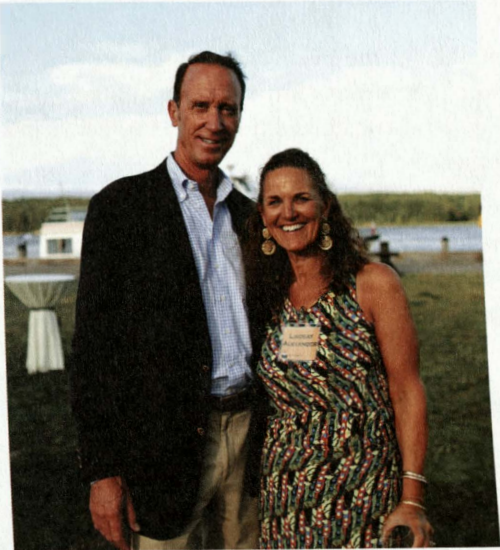
On July 12 more than 225 friends of the museum gathered in the historic Percy & Small Shipyard for *Mary E's* Birthday Gala, the museum's annual fundraising dinner and auction. The event raised more than \$107,000 to support the preservation of the schooner *Mary E* and the museum's traditional skills programming, including Discovery Boatbuilding. Thank you to everyone who helped make the gala success, including all of the event attendees and 22 generous sponsors. Save the date for next year: July 10, 2020!



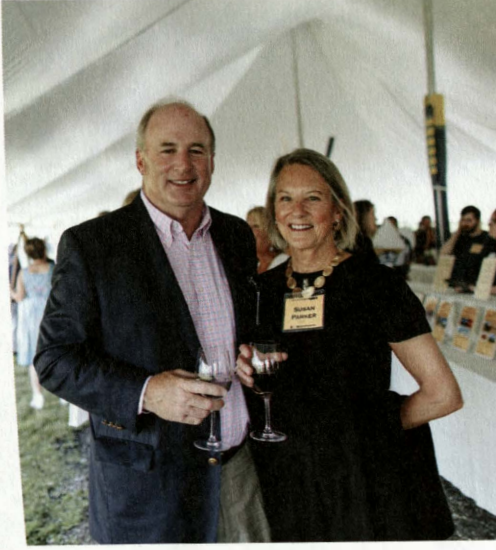
Guests bid on 70 silent and live auction items, including dinner with *New York Times* Food Editor Sam Sifton.



John & Betsey Morse



Geoff and Lindsay Alexander



Jack and Susan Parker



Following dinner and the live auction, guests closed out the night with dancing in the shipyard.



Left to right, Pat Taggart, Patricia O'Reilly, Laura Burns, Tyson Soule, and David Soule



## Meet the Curatorial Team!

### Christopher Timm, Chief Curator



Chris is responsible for the creative leadership and management of the museum's historic object, library, and archival collections; changing and permanent exhibits; and publications program.

**What were you doing before coming to MMM?**

*I was an instructor at Florida State University, where I taught art history and humanities courses for six years. Teaching college students is extremely rewarding, as they (mostly) want to be in the classroom. I taught both survey courses, where you introduce basic concepts and try to capture student interest, and capstone seminars, where you supervise advanced research and train students' critical eye and scholarship. That range was an enjoyable challenge.*

**What is your favorite artifact or exhibit at the museum?**

*Asking a curator for their favorite artifact is probably like asking a parent which child is their favorite—it's a difficult choice and the answer (secretly) may change daily... Today I would say the Fresnel lens from Cape Elizabeth. The entire mechanism of whirling prisms—with alternating fixed and bullseye panels imported from France and England—is an elaborate, yet elegant, solution to simply flashing a light without electricity. It's a remarkable approach to something we take for granted today. I'm pleased visitors get to see this artifact daily.*

**Fun fact about Chris:** *I remembered as a kid being in an episode of Reading Rainbow (with LeVar Burton) that was filmed at Owls Head Light. I was proud of this until a few years ago I found the episode on YouTube and discovered that my screen time must have landed on the cutting room floor... So now my fun fact is that I've been edited out of a Reading Rainbow episode.*

### Kelly Page, Collections & Library Services Manager



Kelly is responsible for collections stewardship and care, managing collections databases, and collections accessibility.

**What were you doing before coming to MMM?**

*I started working at MMM in 2006 shortly after finishing my B.A. at Wheaton College. I completed internships during my college years at Pejepscot Historical Society and the Maine State Archives followed by post-grad odd jobs until I landed a permanent position in the museum field. Immediately before MMM I worked in healthcare administration and retail.*

**What is your favorite artifact or exhibit at the museum?**

*A photograph of a pet pig accompanying a lobsterman in his skiff. The pig refused to be left behind!*

**Fun fact about Kelly:** *I was on Japanese TV explaining some documents relating to the ship Chesebrough's wreck in Shariki, Japan. The producers even sent me a copy of the episode.*

### Paul Fuller, Assistant Curator



Paul is responsible for helping develop and produce innovative, visitor-centered exhibits and elevating collections records, storage, and care.

**What were you doing before coming to MMM?**

*Before MMM I was the Head Docent and Caretaker at the Bidwell House Museum in Monterey, Mass., an 18th century historic house museum in the southern Berkshires. I had recently completed an M.A. in Public History from the University of Massachusetts, Boston. Before that I was an Education Associate at the Bostonian*

*Society, an Archives Assistant at the University of Massachusetts Library, and a Curatorial Assistant at the Gunn Memorial Library & Museum.*

**What is your favorite artifact or exhibit at the museum?**

*Mary E! It's an incredible undertaking for the museum. We can bring history to life in a spectacularly vivid and tangible way for our visitors. Experiencing Maine's maritime history firsthand offers visitors a clear view into the past, and I'm very excited to develop new ways to interpret Mary E and the Percy & Small Shipyard.*

**Fun fact about Paul:** *I'm a big fan of soccer! Not sure how fun that is for most folks, but it's a fact that I find fun.*

### Elisabeth Meier, Project Archivist



Libby works on organizing and processing manuscript collections in the Nathan Lipfert Research Library.

**What were you doing before coming to MMM?**

*I had recently completed a master's degree in American Material Culture from the Winterthur Program, and was working at the Winterthur Museum and on the tall ship Kalmar Nyckel.*

**What is your favorite artifact or exhibit at the museum?**

*There are so many wonderful things here! The library as a whole is fantastic — we have a staggeringly detailed record of so many aspects of Maine's maritime history here. Outside, the Mary E is at the top of my list, because it's such a wonderful chance to experience maritime history in real life, out on the water. Likewise, the Percy & Small buildings are so rare, and an amazing record of what it took (or didn't take) to build a ship. If I had to pick a single object, though, I'd probably pick Pedro Barrios's diary. It was kept by an Afro-Colombian sailor who died in the wreck of the Wyoming. The diary survived the wreck and arrived in our library among the papers of the Wyoming's owners.*

**Fun fact about Libby:** *I've sailed on vessels (originals or replicas) representing five different centuries. So many different ways to get from point A to point B across the water.*



## Winter Weather



by Elisabeth Meier,  
Project Archivist

Ice was on Ebenezer Hill's mind during the winter of 1821. At the end of March, he agreed to sail from Portland to Bath to pick up a load of lumber. But the Kennebec was still full of ice, so full, in fact, that Hill had to duck into an inlet at the mouth of the river to keep his schooner from being damaged or sunk by ice flows. The next morning, Hill managed to pick his way upriver with only minor damage to the schooner. Once there, he found that the timber he'd come to get was solidly frozen to the ground. After two days of trying to prise it free, Hill gave up and filled the remaining space in the hold with shorter, less valuable, but more moveable pieces of lumber. All told, he was very glad to get back to salt water and away from the ice.

For maritime Mainers, as for everyone else, ice, snow, and winter weather were inescapable parts of life. During the 19th century, the Kennebec was frozen solid at Gardiner for an average of 120 days per year—a boon for ice harvesters upriver, but also a hazard and hindrance to sailors like Ebenezer Hill. Where the salty ocean water didn't freeze, however, Maine's commerce flowed year-round. Indeed, by the early 20th century, Portland was actively marketing itself as a "winter harbor" for Canada. Ships whose cargoes were destined for inland ports like Quebec or Montreal unloaded at Portland instead, and the cargo was then shipped up to the frozen cities by rail. Winter work in Portland still involved plenty of ice and cold, but, apart from the occasional snow storm that buried the docks and railroads, the city's stevedores kept cargoes moving with barely a hiccup.



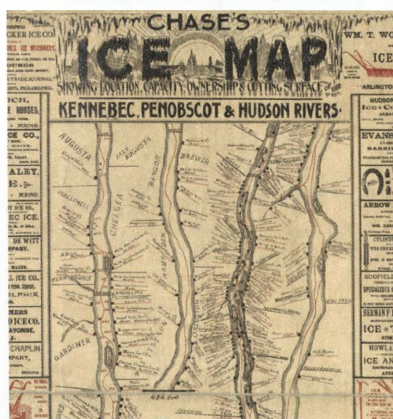
Frozen ships, open water: winter shipping in Portland c. 1925. Charles G. H. Evans photos (PC-53)

Although sea-borne trade kept moving, plenty of maritime Mainers structured their lives around seasonal patterns. For Charles Cushing of Bucksport, winter was the off-season, a time to be home after a summer and fall spent fishing offshore on the Grand Banks of Newfoundland. Cushing's winters weren't exactly idle: he counted potatoes, made short trading voyages, and occasionally fished locally to make ends meet. For a man who made most of his living in the summer cod fishery, though, winters were a slow time of year.

In contrast, Captain William Higgins counted winters as a season of maritime opportunity. Most of the year, Higgins worked on his farm in Bowdoinham. After the crops were harvested in November, he sailed south to spend the winter trading between the Carolinas and the Caribbean. Higgins's wife stayed home to mind the farm, and Higgins did his best to return in time for planting. For a small time farmer, it was a way to squeeze a little extra income from the cycle of seasons.

Whether an opportunity, a respite, a challenge, or simply a season to be dealt with in the normal round of commerce, Mainers adapted to winter in all manner of ways. It was, after all, simply a part of life on the coast.

## The Frozen Kingdom Continued from page 1



Chase's Ice Map, 1894. Courtesy of the New York Public Library.

Despite the invention of mechanical refrigeration, natural ice remained competitive against "artificial" or "plant" ice (as factory-produced ice was disdainfully called) for decades. A successful marketing campaign spread the perception that "plant ice" melted more quickly, that its cloudiness was due to impurities and harmful chemicals like ammonia, and that it left an unpleasant residue (and taste) in your glass. In the end, the industry was done in by ice's most elemental of enemies—a fire in 1910 wiped out significant ice house stockpiles, giving artificial ice

inroads. Ice harvesting never recovered.

Our exhibit, *The Frozen Kingdom: Commerce and Pleasure in the Maine Winter*, takes a look at this forgotten industry and the people who shaped it. But it also explores how Mainers found other opportunities in winter—pastimes such as ice fishing and ice boat racing. Hopefully this exhibit will give us all a bit more appreciation for the iconic Maine winter. At least for a few months.



Workers at Cochran-Oler Ice House. Dresden, Maine, 1889.





## Giving to Maine Maritime Museum

### Honoring Extraordinary Lives: Robert Deans and Alex Gregory



by **Rebecca Roche,**  
Development Director

#### Honor/Memorial Gifts

(5/17/2019 – 9/25/2019)

##### **In Memory of Donna Olson**

Deborah Currier  
Barbara Kingston

##### **In Memory of Paul Hureau**

Beverly P. Brown

##### **In Honor of Laura Burns**

Patrick Egan

##### **In Honor of Stephen Caulfield**

Brian and Mona Carey

##### **In Honor of Tom Charlesworth**

CF Foundation, Inc.

##### **In Memory of Robert Deans**

AT&T Foundation

##### **In Memory of Alex Gregory**

Aileen Biel  
Richard Gregory  
Robert and Susan Gregory

##### **In Memory of Jesse Lewis**

Keith and Katherine Lewis

##### **In Honor of Jacksown Parker**

Richard and Doris Lemieux

##### **In Honor of William Rogers**

Richard and Doris Lemieux

##### **In Honor of Greg and Allyson Terry**

Lucy Street Rhame

##### **In Honor of Elena D. Vandervoort**

Lucy Street Rhame

##### **In Memory of Peter Vandervoort**

Martin and Elizabeth Lakeman

We are always honored when the family members of someone who has recently passed—or the decedent themselves—choose to have memorial gifts given to the museum in lieu of flowers. Two recent honorees have left a particularly wonderful legacy through the Discovery Boatbuilding program.

Born in Biddeford in 1943, Robert “Bob” Deans brought his talent and passion for working with his hands to hundreds of students, teaching industrial arts at Maine high schools for more than 33 years. His skills and love for the sea naturally lent themselves to his passion for boatbuilding, which began in his childhood in Lyman on Kennebunk Pond. After working diligently on a 42-foot wooden yawl named *Sanderling* for 10 years, Bob and his wife Diane spent more than 30 years cruising everywhere from Nova Scotia to Grenada. More recently, Bob shared

this love with his grandsons in his woodshop in West Bath, and so his family chose to honor his memory with gifts to the Discovery Boatbuilding program.

Alex Gregory likewise had great skills and passion for working with his hands. Born in Norwalk, Conn., in 1966, he completed the Apprenticeship program—then located at the museum—in the early 1990s and built a 21-foot sailing craft. He put his creative mind and talent to good use by inventing many things throughout his life, including his patented, endlessly adjustable “Infinity Chair.” Though Alex lived in a number of places across the United States, his heart belonged to the coast of Maine, where his ashes were scattered this past summer. So that others could have the same transformative experience building boats that Alex did, his family dedicated the Discovery Boatbuilding program for gifts in his memory.

Thank you to Bob and Alex’s friends and family who are sharing the boatbuilding skills these men loved with others through their generosity.

#### Welcome New Members (5/14/2019 – 9/19/2019)

Corrine Adamowicz and  
Sue Concilio  
Victoria Alexander and  
William Fritzmeier  
Hashim Allah  
Mary Ellen Amerighi  
Gregory and Ann Andrich  
Tom Anglim  
Willem and Connie Arets  
Georgia and John Bancroft  
Robert Bocko and  
Violetta Mainczyk  
Jordan Burke and  
Katharin Blackerby  
Elizabeth and Robert Burnham  
Timothy Carberry and  
June DeJonge  
Olivia Cawley and Chase Heuer  
Susan Chrystal and Sue Longo  
Alice Cochran and David Hirzel  
Albert and Margaret Couselman  
Erika and Terry Cramer  
Ronald Cressy and Ray Gonzales  
Laura and Robert Crowell  
James F. Davis  
Gerald Deshaies  
Sarah and Thomas Dowd  
James Dwyer and Patricia Martin  
David Dyer  
Margaret and William Egan  
Fred and Ana Lou Elwell  
Daniel and Grace Evans

Roger Farrington and  
Colleen Babson  
Gayle Farris  
Charles and Marilyn Flynn  
John Funk  
Floyd and Kathy Gent  
Michael and Theresa Green  
Kelley and Valerie Greenlaw  
Philip Grubbs and Donna Rogers  
James Hall  
Joseph Hanslip  
John and Kathleen Hanson  
Jacqueline Hart  
Philip Haskell and Terri Johnson  
Phyllis and Stephen Hudson  
Jessica Huff and Jacob  
Weinshank  
Kevin and Karen Kelly  
Joanne and Gregory Kelsey  
Ellen Kempler and  
Kenneth Roseu  
Rebecca and Barry Kempson  
John and Rosemary Kinney  
Thomas and Marlene Knedler  
Keith and Katherine Lewis  
Paul Ljunggren  
Robert and Frances Ludwig  
Karen Madsen  
Chad and Lynn Marrison  
Kelly and Jason Marshall  
John and Joyce McDevitt  
Zachary and Jennifer McDorr  
Meredith McGuire

Jennifer and Michael McManus  
John Metzger  
Dana and Kathleen Michael  
Christina and Paul Miller  
Nathan and Brooke Miller  
Jeff Milliken  
Wallace and Elizabeth Millner  
Charles Monaghan  
Gerry Morin and Debbie  
Bolen-Morin  
Owen Murphy and  
Courtney Cronin  
Peter and Linda Mustis  
Kevin and Elaine O’Connell  
Tom and Liz O’Neil  
Kaitlyn and Toby Ostrov  
Karen Race and Sean Ames  
Gordon and Leslie Richardson  
Jason and Sarah Ridgway  
Charles and Barbara Robinson  
Ed and Adele Robinson  
Georgiana and Fred Rock  
Jessica Rockwell and  
Peter Jederlinic  
Joseph Romano and  
Jenelle Ripley  
Alexandra Rudenko  
James and Linda Sage  
Dayna Salter and Tony Smith  
Colin Samuels  
Ted Scarboro  
Brian Scheff and  
Joanne Hiromura

Joel Shapiro and Elizabeth Butler  
Elizabeth Sky-McIlvain and  
John McIlvain  
Mark Spalding and  
Angelica Braestrup  
Betty Stewart  
Cheryl and John Sturmer  
Sue Sturtevant  
Marylea and Richard Sullivan  
Jonathan Surgenor and  
Elizabeth Ryan  
Andrew Tagliabue and  
Mark Jones  
Susan and Joe Tamker  
Ernest Thurlow  
Michael and Gael Tisack  
Joanna Torow and Kris Berglund  
Eric Urbahn and Sabine  
Mertes-Urbahn  
Justin Valentine and  
Patricia McLaughlin  
Betsy Vaughan  
Luke Velho  
Ira Waltz and Jeff Cheetham  
Terri Warren and Hal Hendrix  
Kari and Gerald Wasmer  
Joel Weeks and James Hutchison  
Carolyn Welch  
Johanna Wigg and Cheryl Grek  
Patricia and George Young  
Susannah Young and Patrich Ely  
Catherine and Melvin Yu





## Support these Business Partners who support MMM

### Anchor (\$5,000)

Bath Savings  
Crooker Construction LLC  
Diversified Communications  
Highland Green  
Reed & Reed, Inc.

### Quarterdeck (\$2,500)

Churchill Events  
R M Davis, Inc.  
Henry and Marty  
Lyman-Morse Boatbuilding Company

### Mast (\$1,000)

Atlantic Motorcar Center  
General Dynamics - Bath Iron Works  
Byrnes' Irish Pub  
Chesterfield Associates Inc.  
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Cross Insurance  
Goodwin Chevrolet Mazda  
J.R. Maxwell & Co.  
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Piper Shores  
Sagadahock Real Estate Association  
Stone Cove Catering  
Vigilant Capital Management, LLC  
Yale Cordage, Inc.

### Rudder (\$500)

BEK, Inc.  
Bickerstaff's Books, Maps &c.  
Blue Elephant Events & Catering  
Cool As A Moose  
Cunningham Security Systems  
The Dolphin Marina & Restaurant  
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Enoteca Athena  
Fairfield Inn & Suites by Marriott -  
Brunswick Freeport  
G & E Roofing Co., Inc.  
The Highlands  
J. Edward Knight Insurance  
The McLellan  
Mid Coast Hospital  
Midcoast Federal Credit Union  
Moxie Auctions  
Norway Savings Bank  
Residence Inn Bath/Brunswick  
Riley Insurance Agency  
Royal River Boaryard & Repair  
Sabre Yachts & Back Cove Yachts  
Schooner Heritage  
Sea Dog Brewing Company  
Sunnybrook  
Thomaston Place Auction Galleries, Inc.  
Thornton Oaks Retirement Community  
UBS  
Westlawn Institute of Marine Technology  
Winnegance Store & Cafe

### Galley (\$300)

111 Maine Catering  
The 1774 Inn  
All Aboard Event Planning  
Ames True Value Supply  
Androscoggin Dental Care  
Anna's Water's Edge Restaurant  
Bailey Island Motel  
Bath Brewing Co.  
Bath Subaru  
Beale Street Barbeque  
Bert's Oil Service, Inc.  
Best Western PLUS Brunswick  
Bixby & Co.  
Browne Trading Company  
Bruno's Woodfired Pizzeria  
Brunswick Hotel and Tavern  
The Cabin Restaurant  
Cafe Miranda  
Cahill Tire, Inc.  
Cameron's Lobster House  
Cellardoor Winery  
Chase, Leavitt & Co., Inc.  
D.R. Coffin's Garage, Inc.  
Cook's Lobster & Ale House  
Coveside Bed & Breakfast  
Dandelion Catering Co.  
Derecktor Robinhood  
DiMillo's On the Water  
East Coast Yacht Sales  
Epifanes North America  
Eventide Specialties  
Fiona's Catering LLC  
Fiore  
Fire & Co  
Flagship Inn  
Frohmler Construction, Inc.  
Georgetown Pottery  
Gilman Electrical Supply  
Halcyon Yarn  
Hallett Canvas & Sail  
Hampton Inn Bath  
Harbour Towne Inn  
Hardy Boat Cruises  
Harraseeket Inn  
Hodgdon Yacht Services, LLC  
The Inn at Bath  
Island Treasure Toys  
J. Richard Schleder, DDS, M.D. LLC  
Jeremy Burden, DDS  
Kennebec Equipment Rental  
Kennebec Inn  
Kennebec Tavern & Marina  
Land's End Gift Shop  
Legacy Properties Sotheby's  
International Realty  
Lexi & Matt Photography, LLC  
Lie-Nielsen Toolworks

Lisa Marie's Made in Maine  
M&H Bartles, Sailmakers  
Mae's Cafe & Bakery  
Maine Lobstermen's Association, Inc.  
Maine Oyster Company  
Midcoast Pizza and More  
Middle Street Inn  
Monhegan Boat Line  
The Mooring Bed and Breakfast  
The Music Man DJ Service  
The Mustard Seed Bookstore  
New England Tent and Awning  
New Meadows Marina  
Now You're Cooking  
O'Hara Corporation  
Portland Discovery Land and Sea Tours  
Portland Schooner Co.  
Red Cloak Haunted History Tours  
Red's Eats  
Rocky's Ace Hardware  
Salt Pine Social  
Samoset Resort  
Sarah's Cafe & Twin Schooner Pub  
Schooner Alert  
Schooner Appledore  
Schooner Eastwind  
Schooner Olad & Cutter Owl  
Seacoast Catering and Lobster Bakes  
Seawicks Candle Company  
Sebasco Harbor Resort  
Seguin Tree Dwellings  
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Shelter Institute, Inc.  
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Sitelines, PA  
Soule Soule & Logan  
Sparloft Arts  
Springer's Jewelers  
Stonehouse Manor  
Leslie Swan Photography  
Topside Inn  
Victory Chimes  
White Cedar Inn Bed and Breakfast  
Wiggly Bridge Distillery  
Wilbur's of Maine Chocolate Confections  
Wildflours Gluten-Free Bakery  
William Raveis Real Estate  
Woodex Bearing Company, Inc.

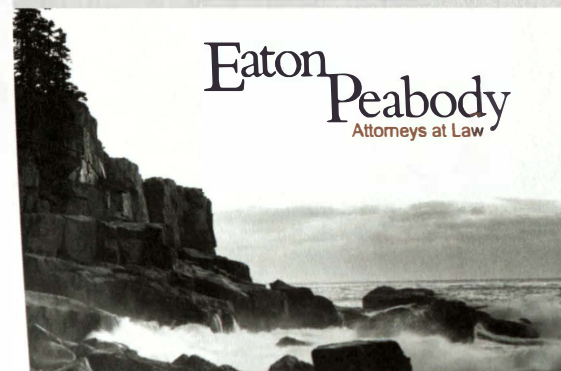
New Business Partners are listed in RED.

*We are also grateful for the support of our nonprofit partners. Visit [MaineMaritimeMuseum.org](http://MaineMaritimeMuseum.org) for a full list of Business Partners.*

## Featured Business Partner

### Eaton Peabody

The Eaton Peabody law practice was originated by George F. Eaton in 1917, who was joined in 1937 by George F. Peabody. In 1939, Mr. Eaton and Mr. Peabody made their partnership official by forming the law partnership of Eaton & Peabody, focusing their practice on civil and business law.



**Eaton Peabody**  
Attorneys at Law

The partnership of Eaton & Peabody flourished, welcoming clients seeking business law advice in northern and eastern Maine. Merrill "Pappy" Bradford and Arnold Veague joined the practice in the 1940s, and the firm was renamed Eaton, Peabody, Bradford & Veague. Now operating under the name Eaton Peabody, the firm and its affiliates combine over 50 attorneys and consultants with over 60 support staff to serve clients throughout Maine and beyond from offices in Augusta, Bangor, Brunswick, Ellsworth and Portland.

We welcome you to visit our Brunswick office, centrally located on Park Row near the Bowdoin College campus. Our Brunswick attorneys, in coordination with attorneys in other Eaton Peabody offices, are able to provide the Midcoast with access to sophisticated legal services while retaining a strong emphasis on responsive personal service. To learn more about Eaton Peabody, please visit [www.eatonpeabody.com](http://www.eatonpeabody.com).



## Upcoming Events

### Mixers & Merriment

**A spirited celebration of Maine craft cocktails**  
Saturday, December 7, 7-9 pm  
*Members \$40; nonmembers \$50, designated drivers \$20*

Celebrate the season with a toast to Maine's incredible craft distilleries! Join us for the fourth annual Mixers & Merriment, an evening of festive fun. Sample specialty cocktails, chat with Maine's artisan spirit makers, and vote to crown the people's choice best cocktail of the night. Tickets include all cocktail samples and delicious tapas from Stone Cove Catering.



Sponsored by: 

### Jolly Family Jamboree

**Saturday, December 14, 10 am-2 pm**  
*Members \$13; nonmembers \$14; children under 3 free*



Bring the whole family to celebrate the holiday season at our annual Jolly Family Jamboree! Explore the museum, snap a pic in front of the lobster trap tree, enjoy holiday crafts, activities, live music, and of course, a visit from Santa and his friend Captain Christmas. Plus, at 10:30 am Frogtown Mountain Puppeteers will present *The Grinch!* Tickets include all activities and admission to *The Grinch*.

### Lectures & Talks

**An Energetic History of Maritime Maine: The Role of Energy in Shaping Maritime History, Down East Book Talk and Signing with Lincoln Paine**  
Thursday, November 21, 6-7 pm  
*Members \$7; nonmembers \$10*

**A Frozen Kingdom: Commerce & Pleasure in the Maine Winter with Christopher Timm**  
Saturday, January 11, 2-3 pm  
*FREE with admission*

**The Discovery of the USS Eagle 56 Shipwreck: A US Patrol Boat Sunk by a German U-Boat in Portland Harbor with Ryan King**  
Thursday, January 30, 6-7 pm  
*Members \$7; nonmembers \$10*

**Maine Ships in the Arctic with Charles Lagerbom**  
Saturday, February 22, 2-3 pm  
*FREE with admission*

**The Effect of Climate Change on Maine's Infamous Winters with Sean Birkel**  
Thursday, March 5, 6-7 pm  
*Members \$7; nonmembers \$10*

**Schooner Bowdoin: From Arctic Explorer to Maritime Teacher with Eric Jergensen**  
Thursday, April 9, 6-7 pm  
*Members \$7; nonmembers \$10*

**Guided Winter Hike with KELT: Tracking Winter Estuary Animals**  
Saturday, January 25, 10 am-12 pm  
*Members \$17.50; nonmember \$22; child (12 and under) \$12.50*

Join Kennebec Estuary Land Trust (KELT) and Maine Maritime Museum at DeWick Farm in Woolwich to discover how to read animal tracks. The location is a mixture of woodland, open fields, and shoreline on Montsweag Bay, which serves as an excellent backdrop to explore the lives of Maine mammals in winter. The walk is geared toward budding naturalists and is family friendly.



### Special Events at the Museum Store!

**Annual Fall Book Sale**  
November 9-13, 9:30 am-5 pm  
You look forward to it every year! Lots of unique vintage books, discounts on store merchandise, and more.

**Museum Store Sunday**  
Sunday, December 1, 10 am - 4 pm  
Join us for this international celebration of museum stores! Special discounts, vendor demos, gift wrapping and refreshments.

**Bright Night Bath at MMM**  
Friday, December 13, 4-6:30 pm  
Celebrate the holidays with special discounts, gift wrapping and refreshments.

### Host a Holiday Event at MMM!

For a truly unique and festive party, plan your holiday event at the museum! Thank your clients for a great year, or reward your staff for their dedication with great food and drinks in an amazing venue. Events here are easy; the hall rental includes tables and chairs, and the venue is handicapped accessible with lots of parking. And we're happy to pass along our preferred vendor recommendations! A few December dates are still available. For more information or to make a reservation, contact [facilityrentals@maritimeme.org](mailto:facilityrentals@maritimeme.org).





# Clara, Gussie, and Addiella: The Unsung Heroines of the Donnell Family Success

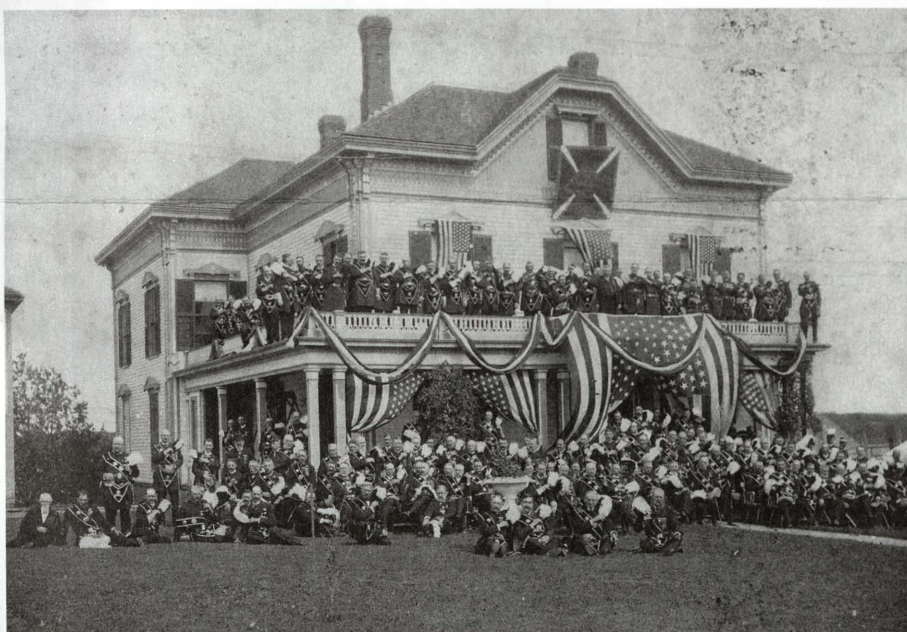


by Sarah Timm,  
Manager of Interpretation

*"The young ladies of the South End gave an attractive lawn party and entertainment on the handsome grounds of Mr. Wm. T. Donnell last evening and demonstrated that as entertainers they are away up among the leaders."* Bath Daily Times, September 2, 1893

This short social bulletin in the Bath Daily Times is deceptively simple. This one sentence hints at a complex social system dependent on the art of entertainment, a delicate sociopolitical hierarchy, and good old-fashioned networking.

Often maritime history focuses on the shipyard, the ships, and the shipbuilders to explain Maine's prominence in national and international trade. The attention we give to the hard work and ingenuity of these (mostly) men is well deserved, but it is only part of the story. The homefront during Bath's age of sail is a critical component in the economic success of the City of Ships during the late 19th century. Business contracts may be signed in the shipyard office, but ideas and networking often begin at social gatherings.



A party at the Donnell house, circa 1899.

The Donnell family presents an interesting social case study. They lived in the South End, meaning south of present-day Route 1. The South End was the industrial center of the city; the bank of the Kennebec River was lined with shipyards and many of the shipyard workers and lower-income families lived in the area. The Donnells were unusual in that they lived immediately adjacent to their shipyard. The most affluent shipyard families and captains built their homes and mansions in the North End. Anyone who was anyone lived there – but the Donnells did not. William T. Donnell made a modest family fortune from a 35-year career in shipbuilding. By 1893, the Donnell Shipyard (formerly Deering and Donnell Shipyard) had been closed for two years, after which, like many



Left to right, Addiella, Clara, and Gussie Donnell.

successful shipyard owners, Mr. Donnell continued to pursue a life of politics and civic leadership, rubbing elbows with the pinnacle of the Bath social pyramid. How did this South End family climb the social and political ladder? In part through parties and social finesse.

In 1880, the Donnell house was chosen as the south terminus for a citywide parade. The house was decorated in flags that also hung across the street; Donnell family members gave an apple to each parade participant. People would remember the family who could afford hundreds of apples. As the newspaper reports above, the party on September 2, 1893, was a night of good food and dancing. To the Donnell family, it was a night of maintaining an image of wealth, prestige, and abundance. Just over a year prior, the Donnell family home underwent a major renovation updating the exterior and interior on par with current fashions. Who orchestrated this domestic image? The majority of the responsibility landed on Mrs. Clara Hitchcock Donnell and her eldest daughter, Gussie. These two women, and eventually Clara's youngest daughter, Addiella, organized almost every aspect of the Donnell social and domestic calendar. But when Clara's fashionable attire and parties were cited in the newspaper, she was not known as Clara Donnell, but rather Mrs. Wm. T. Donnell. Her social standing was synonymous with William's. To put this role in perspective: how would you feel if the success or failure of your child's birthday party or Sunday Football get-together was reported in the paper? What would your stress level be if the success of this party could affect a loved one's job? This dynamic continues in today's political arena, but in a city and time where shipbuilders were often synonymous with mayors, civic leaders, and governors – you need more than quality ships to find success.

The next time you visit Maine Maritime Museum, visit the Donnell House historic home (open May–October) and tip your hat to the women whose contributions to the family's success in the shipyard and ballot box are mostly hidden in the fine print of the local paper's social bulletin.



## Boatshop Update



by Kurt Spiridakis,  
Director of Watercraft and Traditional Skills

### Discovery Boatbuilding

School is back in session! This fall marks the second year that FOUR area middle schools are participating in the Discovery Boatbuilding Program. Each class works one full day a week in the Boatshop learning woodworking, and eventually traditional boatbuilding. Currently students are building 50 three-legged stools as an exercise in layout, hand tool use, and joinery.



Woolwich Boatbuilders



Georgetown Boatbuilders

### Lobster Trap

We were commissioned by the Maine Office of Tourism to build Maine's second largest lobster trap (the largest we built for the museum's Percy & Small Shipyard in 2013), an interactive attraction for the Big E, an annual exposition of New England states, held in West Springfield, Mass. The event, which ran from September 13-29, had over 1.6 million visitors this year. The idea was to build a human-sized lobster trap for folks to climb inside and take selfies. This



was a great partnership for MMM because we were able to help out an important state ally, produce a little revenue for the shop, and (hopefully) get people excited about Maine! We also talked our way into putting an MMM sign on the trap—which we hope was seen by at least half a million people.

### Boatshop Workshops

#### Toboggan Class

January 23 & 24, 5-8 pm

Members \$300;  
nonmembers \$375

Bring your friends for our first ever toboggan-building class! Groups of up to five will build an 8-foot toboggan over two evenings. Boatbuilding techniques employed in the class include steam bending, riveting, and ropework. The class runs January 22-23 to give participants time to sand and varnish before the toboggan national championships in Camden February 7-9. Be sure to sign up quickly, there are only six spots available!



#### Shaker Box Making Class

December 4 & 5, 5-8 pm

Members \$75; nonmembers \$94

The Shakers are famous for their simple and elegant designs, and the Shaker oval box is no exception. Learn boatbuilding techniques such as clinch nailing and steam bending, though no experience, boatbuilding or otherwise, is required. Each participant will build three nesting oval boxes made from cherry and cedar.

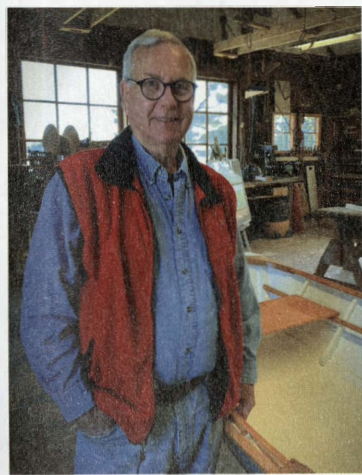




### Volunteer Spotlight

## Lynn Rider

Boatshop volunteer since 2008



If you've spent any time at the Boatshop, you've likely encountered longtime volunteer Lynn Rider. Year after year, Lynn leads the volunteer corps in total hours worked, logging 993 hours in 2018 – adding to his cumulative total of 9,096 hours since joining the museum in 2008!

#### What type of work do you do at the museum?

*I spend a lot of time working with the Discovery Boatbuilding program, and on Mondays I work on other various Boatshop projects.*

#### Favorite thing about volunteering?

*I enjoy working with the kids in the Discovery Boatbuilding program, and also really enjoy work-*

*ing alongside my colleagues in the Boatshop. I've made many close friends during my time at the museum.*

#### What's your favorite exhibit/artifact/or program at MMM?

*Definitely Discovery Boatbuilding.*

#### What do you like to do when you're not at the museum?

*I like to spend time at my camp on Damariscotta Lake, where I enjoy boating and fishing. My other passion is playing my viola with the Portland Community Orchestra.*

**"Lynn Rider is an extremely dedicated museum volunteer. He is willing to do any job, no matter how humbling, no matter how complicated. He has a great way with our boatbuilding students, who he has been working with for over 10 years."**

—Kurt Spiridakis, Director of Watercraft & Traditional Skills

## Thank You for a Great Season!

A big thank you to all of our volunteers for helping the museum survive a summer of construction. Your flexibility and dedication make this museum a great place for our visitors to enjoy. But don't take it from us! Here are what our visitors have to say about your great work.

"The tour guide did such a great job on the tour – explaining things so well, I could see them happen."

—Jeff and Linda, Michigan

"Thanks to the volunteers... my first experience here... will remain a memorable memory to me."

—Joseph, Montreal

"We have thoroughly enjoyed our visit... we loved the staff and volunteers, they have been so friendly and interesting to talk to. We will pass the good word to all our friends."

—Massachussets

### Upcoming Volunteer Events

November 12, 12-3 pm

Volunteer Recognition Luncheon

### 2019 Certified Volunteers

For the third year in a row, many of our volunteers dedicated their time to earning the Certified Volunteer status by completing six additional training activities to familiarize themselves with the museum's programming. Many thanks for continuing to raise the bar!

Becky Alter

Peter Alter

Greger Anderson

John Bacon

Connie Barras

Roger Barras

Bill Bushnell

George Clary

Rick Cliffe

Dave Crump

Carol Davis

Irene Drago

Tom Edwards

Rich Evans

Tom Fitch

Pat Gallery

Dane Hartgrove

Ray Hender

Richard King

Reta King

Doug Kohring

Anne Krebsbach

Ann Lewis

Karen Madsen

Barbara Mangion

Michael Mangion

David Marcello

Carol Martin

Judith Murphy

Steve O'Keefe

Russ Pierson

John Ross

John Rothwell

Richard Rotnem

Danna Sattin

Natalie Schlicht

Mary Schreiber

Sam Selby

Richard Spear

Dean Swarthout

Jay Trudeau

Kevin Twine

Bruce Ward

Libby Wehrle-Anderson

Sarah Wheeler

Ellen Whiting

### Volunteers at Work



Marnie Hackenberg and Terry Mitchell represent the museum at Bath Heritage Days in July.



Percy & Small Shipyard tour guide Rick Cliffe introduces the history of the historic shipyard to an engaged crowd.





by Christopher Timm,  
Chief Curator

Sometimes when you research a painting closely, you open Pandora’s Box. Such is the case of one of our new acquisitions, an 1844 watercolor painting of the brig *Pandora* under attack off the southern coast of the present Dominican Republic.

The Battle of Tortuguero, as the skirmish was called, was the first naval battle of the Dominican War of Independence (1844–1856). The United States was ostensibly neutral during the war, and if you open up popular histories (here’s looking at you, *Encyclopedia Britannica* and *Wikipedia*), they identify the *Pandora* as a “Haitian brig.” But our painting clearly shows an American-flagged vessel. And there are a number of details that are quite specific—the wheeled field artillery positioned on deck, a boy aloft at the foremast, and a lengthy caption that reports *Pandora* was attacked by three “piratical” schooners.

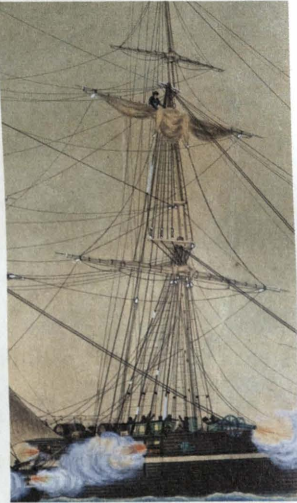
*Pandora*, in fact, was a Maine-built vessel launched from Steuben in 1833. In 1844, it operated out of Boston with James Paxton as master. We are beyond fortunate that the episode depicted in our painting was detailed on the front page of the *Boston Post* for June 5, 1844, in an article titled “The Last Sea Fight: The American Flag Triumphant.” This reports that Paxton, while trading at Port-au-Prince, was recruited by the Haitian president to transport soldiers and armaments. These armaments included large field artillery to be used against Dominican revolutionaries (who were far from a “piratical” bunch). Paxton thus found himself embroiled in a Caribbean war he knew little about and soon was intercepted by the three Dominican schooners. The battle unfolded for about an hour; at its crescendo Paxton stationed a boy aloft on the foremast (visible in our painting) and revealed his cunning naval maneuver:

“Being perfectly acquainted with the harbor, he laid his vessel broadside on the beach, still presenting the starboard side to the enemy. [...] They did not return the fire, but hauled their wind out of the bay, leaving the *Pandora* unvanquished, even though she was ashore.”



Brig Pandora James Paxton Commander Mounted with 2 Guns and 2 men was attacked in the Bay of Agoua by three Piratical Schooners of 2 Guns each with 20 men the three Schooners hauled off with the loss of 25 men killed and 20 wounded the action lasted one hour and half and the Pandora was victorious

I had to read this twice—Paxton literally “laid his vessel broadside on the beach.” In other words, he grounded his vessel at a key moment in the thick of battle (the article reassures us that this was 100%, completely intentional and he knew precisely where he was in the harbor the entire time. Promise.). Paxton’s victory, “which stands alone in the annals of mercantile warfare,” is starting to look a bit more Pyrrhic. He was lucky to survive.



Which returns us to the painting. We know that by December Paxton was in Marseilles, where he hired the well-known French ship portraitist Joseph Honoré Maxime Pellegrin to paint our watercolor. You can imagine Paxton breathlessly reporting all the details of the battle to Pellegrin—the large field artillery on deck, the boy at the foremast, the number of “piratical” sailors killed—ensuring that they make it into the painting and the lengthy caption below.

Who says history is only written by the victors?

Do you have a favorite example of “revisionist” maritime history? Email me at [ctimm@maritimeme.org](mailto:ctimm@maritimeme.org).

Rhumb Line Readers:  
We Want to Hear From You!

As printing costs continue to rise and we all transition to a more digital lifestyle we are considering alternatives to producing a printed newsletter three times a year. You may have noticed this issue is a smaller size – a cost-cutting strategy. Another option could be to publish a digital version of *The Rhumb Line* that would be hosted on the museum’s website and emailed to our friends and members. We are researching all options, and would love to hear feedback from our readers. Would you like to continue receiving *The Rhumb Line* in the mail, or would you prefer to have it delivered digitally to your inbox? Send your thoughts to [rhumbline@maritimeme.org](mailto:rhumbline@maritimeme.org).

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Please make check payable to Maine Maritime Museum and return to: 243 Washington Street, Bath, ME 04530  
Dues and other contributions are tax deductible as provided by law.